

and Apamama Islands before heading back to Pearl Harbor. After a brief stop in Hawaii, *Azimech* continued on to the west coast and moored at San Pedro, Calif., on 6 March. Following an availability period at Terminal Island from 10 March until 9 April, she filled her holds with cargo at Oakland and began the voyage back to Hawaii on 26 April.

On 7 May, *Azimech* sailed from Pearl Harbor with a convoy bound for Majuro. They reached that naval base on 18 May and reported to Service Squadron 10 for duty. The cargo ship lay at anchor in Majuro lagoon, issuing stores to forces ashore, until 3 June when she got underway for Eniwetok. After serving at that atoll until 24 August, she steamed back to Hawaii; paused for one day at Pearl Harbor; and then pushed on to the west coast.

The ship reached San Francisco on 13 September to begin reloading operations. While taking on cargo, she also received minor repairs and alterations before heading west again on 26 September. After stops at Pearl Harbor and Eniwetok, *Azimech* arrived at Ulithi on 2 November. She operated there until the 16th and then steamed in company with *Compel* (AM-162) to Kossol Roads. Two days later, the ships reached their destination, and *Azimech* began issuing supplies. On 5 December 1944, the vessel weighed anchor and travelled back to Pearl Harbor via Ulithi and Eniwetok.

Following the holidays, *Azimech* got underway for Seattle, Wash., and entered the Puget Sound Navy Yard on 16 January 1945 for repairs. On 15 February, she began steaming for Eniwetok and reached that atoll on 11 March. Following eight days at Ulithi, she set sail for the Ryukyus.

Azimech remained anchored off Kerama Retto from 18 to 29 April. On the latter day, she shifted berth to Hagushi beach, Okinawa, her base until 7 May when she sailed for Guam. The cargo ship began loading cargo there on 24 May and did not finish the task until 8 June. She then got underway for Ulithi and, on 10 June, anchored in that lagoon where she remained for the duration of the war.

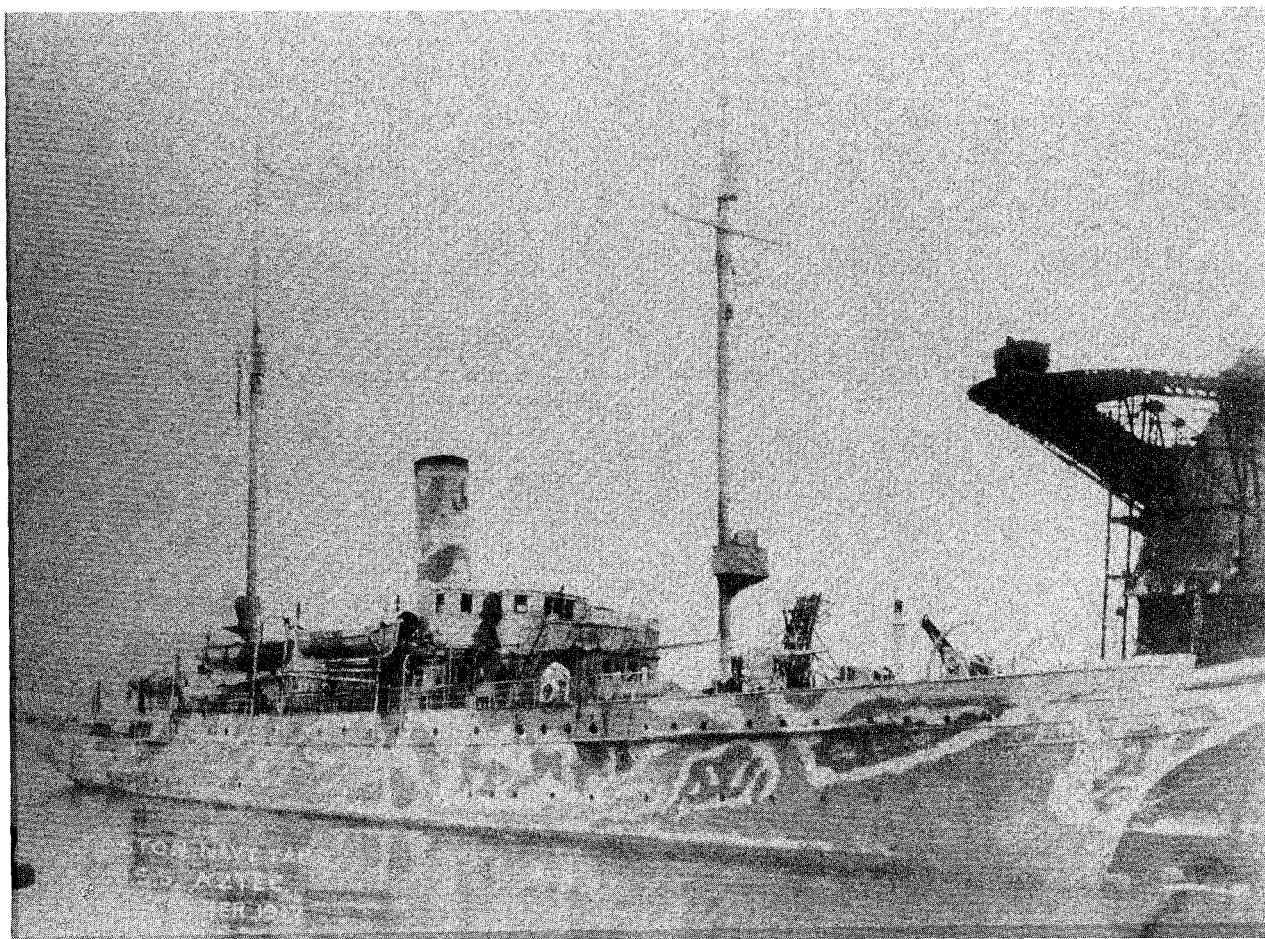
On 23 August, *Azimech* shaped a course for the coast of southern California. Reaching San Pedro on 15 September, the ship unloaded her ammunition and provisions to prepare for a yard period. She sailed again on 13 October, bound for Norfolk, Va. After transiting the Panama Canal on 25 October, *Azimech* reached Hampton Roads on 3 November.

She immediately began preparations for deactivation. The cargo ship moved to Baltimore, Md., on 21 November for a final yard period and was decommissioned on 11 December. Her name was struck from the Navy list on 3 January 1946. She remained in merchant service until sold in 1972 to a firm in Spain for scrapping.

Azimech won one battle star for her World War II service.

Aztec

A Mexican Indian tribe who, in the 15th and early 16th centuries, ruled a large empire in what is now central and southern Mexico.



Aztec (SP-590) lies moored at the Boston Navy Yard, 20 December 1917, in one of the garish camouflage designs utilized by the Navy in World War I. (NH 543)

(Yacht: dp. 848; l. 260'; b. 30'; dr. 8'; s. 12 k.; cpl. 96; a. 2 3", 2 mg.)

Aztec (SP-590)—a steam yacht built in 1902 at Elizabethport, N.J., by the Lewis Nixon Co.—was acquired by the Navy on a free lease basis from A. C. Burnage, on 29 June 1917; and placed in commission on 30 June 1917, Lt. Jason H. H. Milton in command.

After undergoing extensive overhaul and repairs, *Aztec* was designated flagship of the 1st Naval District and stationed at Boston, Mass. In this role, the vessel made inspection tours of naval bases within the district. She also escorted submarines sailing from Boston to New London, Conn., and British troop ships steaming from Boston to Halifax, Nova Scotia. On one occasion, *Aztec* was called to the assistance of a foundering British transport. She lowered her boats and rescued several hundred troops from the ill-fated British ship.

During the last three months of World War I, *Aztec* patrolled the Grand Banks off Newfoundland. On 24 December 1918, she proceeded to New York City and, on the 26th, with Assistant Secretary of the Navy Franklin D. Roosevelt on board, participated in a Fleet review honoring the American battleships returning from duty in European waters.

Aztec continued serving in the 1st Naval District until she was placed out of commission on 15 March 1919. The ship was returned to her owner on 7 August 1919.

After the death of her owner in 1931, the ship was laid up at Boston and remained there until purchased in early 1940 by Mr. T. H. P. Molson, Montreal, Canada, in order that she might be requisitioned for service in the Royal Canadian Navy. The ship was taken over by Canada on 28 May 1940 and fitted out for naval service at Halifax Shipyards Ltd. She was commissioned as HMCS *Beaver* in March 1941.

For the next one and one-half years, *Beaver* served as an antisubmarine patrol and convoy escort vessel based at various times at Halifax and Sydney, Nova Scotia, and Saint John, New Brunswick. On 27 December 1942, she was reassigned to duty as a tender to HMCS *Cornwallis*, which was based at Halifax. In early 1943, *Beaver* was moved to Deep Brook, Nova Scotia.

From 9 February until 24 June 1944, the ship underwent a refit at Halifax. At some point during this time, the Royal Canadian Navy decided to use *Beaver* as a transport for naval personnel between Halifax and St. John's, Newfoundland. She served in this capacity through late September, when serious defects caused the vessel to be placed in a dockyard at Halifax for repairs.

In view of the condition of the ship and the war situation, the repair work was not carried out, and *Beaver* was paid off on 17 October 1944. The ship was declared surplus on 13 July 1945 and ultimately sold on 7 January 1946 to Mr. Wentworth N. MacDonald, Sydney, Nova Scotia.

Azurlite

A blue, semiprecious gem stone derived from the mineral carbonate of copper.

(PY-22: dp. 1,200; l. 210'11"; b. 34'; dr. 12'; s. 13½ k.; cpl. 67; a. 2 3", 4 .50-cal. mg.)

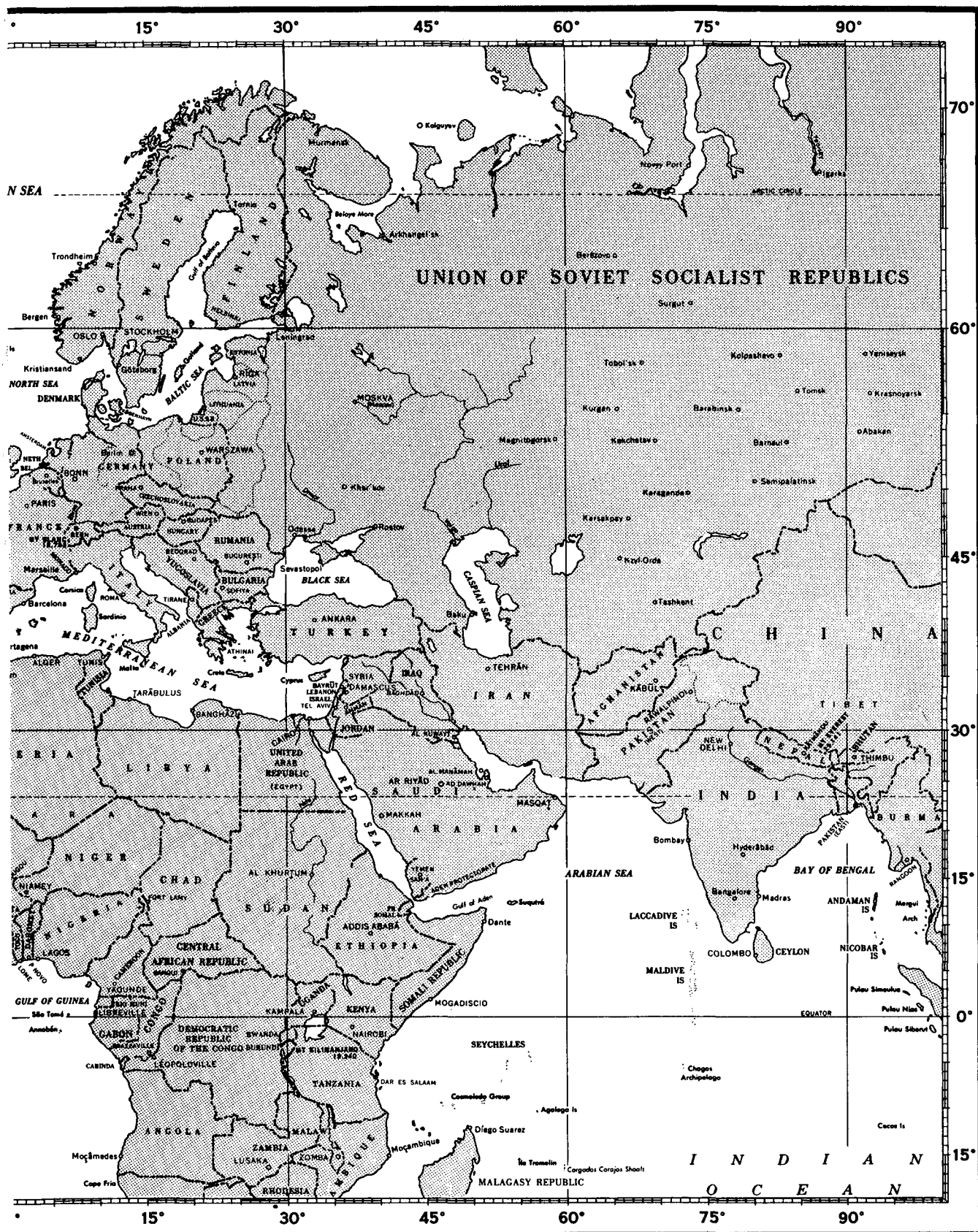
Vagabondia—a yacht designed by Cox & Stevens, Inc., and constructed in 1928 at Kiel, Germany, by *Germaniawerft*—was purchased by the Navy on 9 December 1941 from Mr. William L. Mellon, the Pittsburgh financier industrialist who founded and headed the Gulf Oil Corporation; renamed *Azurlite* on 22 December 1941 and simultaneously designated PY-22; converted to naval use at the Marine Basin Co., Inc., at Brooklyn, N. Y.; and placed in commission on 16 March 1942, Lt. Philip H. Dennler, Jr., USNR, in command.

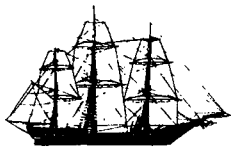
The converted yacht completed fitting out at New York and put to sea on 6 April. She touched at Norfolk the next day and then continued on to Charleston, S.C., where she was joined by *Beryl* (PY-23) and *YP-209*. She and her consorts stood out of Charleston on 16 April; proceeded to the Canal Zone; transited the Panama Canal on 27 April; and shaped a course for San Diego on the 28th. *Azurlite* arrived in San Diego on 9 May and remained there until 20 June when she weighed anchor for the Hawaiian Islands. The converted yacht arrived in Pearl Harbor on 28 June and reported for duty to the Commander, Sea Forces, Hawaiian Sea Frontier.

With the exception of two round-trip voyages to the Gilbert Islands, *Azurlite* spent the remainder of World War II operating in the Hawaiian Islands. At first, she conducted training exercises and escorted ships between the islands, as well as into and out of Pearl Harbor. Later, she added duty as a weather station ship west of the main islands and as an air/sea rescue ship. Her two absences from Hawaii came in the early part of 1944. Between 17 January and 6 February 1944, the yacht escorted a convoy to Abemama in the Gilberts and returned to Oahu. Between 20 February and mid-March, she conducted a similar mission, this time to Tarawa and back. Upon her return to Hawaii, *Azurlite* resumed her former duties with the Hawaiian Sea Frontier command.

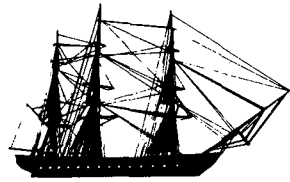
She continued to be so engaged until late in the fall of 1945. Early in November, she departed Hawaii for the west coast. The converted yacht arrived in San Francisco on 15 November. She was decommissioned on 22 January 1946 at the Mare Island Naval Shipyard. Her name was struck from the Navy list on 25 February 1946. She was transferred to the War Shipping Administration and was sold to Mr. Royal B. Bodden on 29 January 1947.



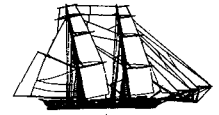




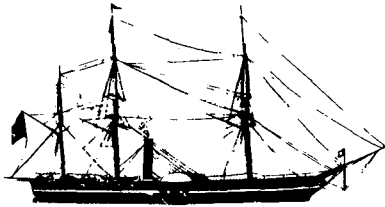
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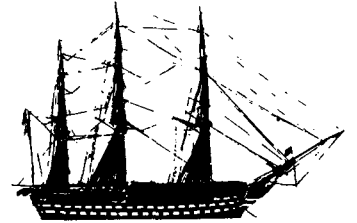
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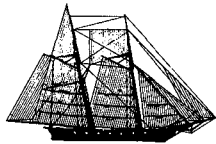
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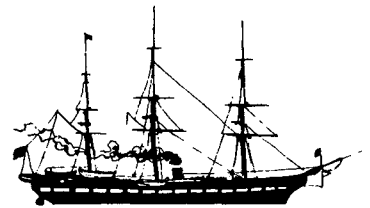
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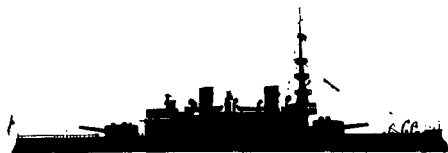
1859



1890



1886



1896



1918



1927

